

## GEORGIA'S NEW VAGRANT LAW.

## Full Text of Act Being Enforced Across the Savannah at the Present Time.

From Augusta Chronicle.

In view of the great discussion going on these days about the enforcement of the Calvin vagrancy law it might be just as well for all persons to thoroughly inform themselves as to its provisions and operation.

The bill provides that certain classes of people are vagrants now, who under the old laws on the subject, were never considered as such. Few people know that under the law a convicted vagrant may give a bond for his future industry and escape punishment on the gang. It would be wise for all people to study the descriptions given in the bill of vagrants.

There are many people described in the measure, who walk the streets of Augusta regularly, and as soon as certain test cases are made they may have to change their methods of life or seek other pastures. The law is aimed strictly at loafers and idlers, and there is nothing indefinite in its provisions.

There is no means of escape—the terms are too explicit for that.

The following is a copy of the bill in full.

## TEXT OF LAW.

To amend section 453, volume III, of the code of 1895, which section defines vagrancy and declares which class of persons shall be regarded as vagrants, by designating another class of persons as vagrants; by striking in its entirety paragraph second of said section, lines 14 to 26, both inclusive, beginning with the words "Any person may arrest," and ending with the words "For one year," and substitution in lieu thereof a paragraph providing a speedier method of pointing out and arresting persons alleged to be vagrants and prescribing a more specific procedure and punishment in all cases contemplated by this, and for other purposes.

Sec. 1. Be it enacted by the general assembly of Georgia, and it is hereby enacted by the authority of the same, that from and after the passage of this act section 453, volume III of the code of 1895, be and the same is hereby amended by designating another class of persons as vagrants by striking in its entirety paragraph second of said section, line 14 to 26 both inclusive, beginning with the following words: "Any person may arrest" and ending with the words: "For one year," and substitution in lieu thereof a paragraph providing a speedier method of pointing out and arresting persons alleged to be vagrants, and prescribing a more specific procedure and punishment in all cases contemplated by this act so that said section, thus amended, shall read as follows: Vagrants are:

## WHO ARE VAGRANTS.

1. Persons wandering or strolling about in idleness who are able to work and have no property to support them.
2. Persons leading an idle, immoral or profligate life, who have no property to support them, and who are able to work and do not work.
3. All persons able to work, having no property to support them, and who have no visible or known means of a fair, honest and reputable livelihood. The term "visible and known means of a fair, honest and reputable livelihood" as used in this section shall be construed to mean reasonably continuous employment at some lawful occupation for reasonable compensation or a fixed and regular income from property or other investment which income is sufficient for the support and maintenance of such vagrant.
4. Persons having a fixed abode who have no visible property to support them, and who live by stealing or by trading or bartering stolen property.
5. Professional gamblers living in idleness.
6. All able-bodied persons who are found begging for a living or who quit their houses, and leave their wives and children without the means of subsistence.
7. That all persons who are able to work and who do not work but hire out their minor children and live upon their wages shall be deemed and considered vagrants.
8. All persons over 16 and under 21 years of age able to work and who do not work and have no property to support them and have not some known and visible means of fair, honest and reputable livelihood and whose parents are unable to support them and who are not in attendance upon some educational institute.

It shall be, and is hereby made, the duty of the sheriff and the constables of every county, the police and town marshals or other like officials in every town and city in this state to give information under oath to any officer now empowered by law to issue criminal warrants, of all vagrants within their knowledge or whom they have good reasons to suspect as being vagrants, in their respective counties, town and cities; thereupon the said officer shall issue a warrant for the apprehension of the person alleged to be a vagrant, and upon being brought before him the said officer and probable cause be shown, shall bind such person over to any court of the county having jurisdiction in misdemeanor cases. If upon a trial by a jury sworn to inquire whether such person be a vagrant or not, the fact of vagrancy be established, the said vagrant shall be bound in sufficient security, in the discretion of the court for his future industry and good conduct for one year. Said bond shall be payable to the court. Upon such vagrant's refusal or failure to give such security the said vagrant shall be punished for a misdemeanor, provided, that it shall be sufficient defense to the charge of vagrancy under any of the provisions of this act that the defendant has made bona fide efforts to obtain employment at reasonable price for his labor and has failed to obtain the same.

Sec. 2. Be it further enacted by the authority aforesaid, that all laws and parts of laws in conflict with this act be, and the same are hereby repealed.

Approved August 17th, 1903.

## Concerning Vagrants.

The legislature of Georgia at its last session passed a vagrant act with strict provisions, and already 2,000 idle vagabonds, male and female, have been caught and put to work.

Atlanta made a large haul from fugitives who had flocked thither from smaller towns. Many idle women have taken refuge in matrimony so as to claim support from their newly found husbands, and the streets are no longer thronged with lazy, worthless and noisy loafers.

A clergyman some time ago went down into Maryland to study the race question. After long and dispassionate observation he declared that the only hopeful solution of it is enforced labor. He painted graphically conditions existing in Maryland which are realized all over the south. Several railway and other corporations were offering large wages for hands without result, while lazy negro men loafed about depots or lounged about their homes. The housekeepers were greatly in need of cooks, and yet hundreds of women were idle in the streets or around their doors. This condition, according to him, is getting worse. Idleness is increasing year by year.

Of course these views caused much unfavorable comment along the latitude and longitude of Boston, and in the haunts of philosophic philanthropists, so called. "Persons are always found to cry out against novel measures, however wise they may be. But the clergyman has struck the right key. Those who will not work must be made to work."

Idlers are not all confined to the negro race. A Yorkville correspondent asserts that at almost every cotton mill in the State and elsewhere there are strong, able-bodied men who have large families of children, and that these men do not pretend to work at anything but depend entirely upon the earnings of their families for support. Such cases as these should be brought under the vagrant law, for they are the worst of all offenses against decency. It is not yet necessary to make and enforce a general compulsory labor law, but South Carolina will lose nothing in following the example of Georgia in enacting and enforcing a strict vagrant law. Just now the farmers are wanting hands for cotton picking and will soon be drawing away cooks from city kitchens to do the work, whereas if all able-bodied persons were made to labor the supply would be ample for both farm and household.

Another need in South Carolina is officials that zealously carry out the law. Statutes are piled up in the State archives and are not known save as literary curiosities. North Carolina, Georgia and Alabama have a way of enforcing law and harassing lawbreakers, not with absolute precision it is true, but at least in a way that compels respect.

Every county in South Carolina is demanding goods roads, and every county contains enough of the merely idle class to do a good deal in the way of filling holes and digging ditches without waiting for a conviction for actual crime. Let the county magistrates and sheriffs get to work and enforce the vagrant laws we have, and then the legislature may pass a brand new up-to-date statute next January.—State.

## KENTUCKIAN STIRS

## THINGS IN RUSSIA.

St. Petersburg, Saturday, Aug. 22.—John Oliver Keene of Lexington, Ky., trainer for the racing stable of M. I. Lazarev, who has been suspended for a year, dating from Aug. 20, for alleged use of some unknown drug, has won 79 races with his stable and over \$100,000 during the last four or five months. Keene and his friends say that it is the only reason for the ruling against him.

Keene was trainer last year for Henry de Bloch, the millionaire of Warsaw, and won \$54,000 with a single horse named Sirdar. He has already exceeded this, though the season is not yet over, with M. Lazarev's Irish Lad, a horse which he has won \$56,500 and now holds all the three-year-old records for Russia.

The success of the stables handled by Keene has been the sensation of Russian sporting circles for a year or more and he has been accused of ruining horse racing in this country, since everybody bet on his entries. When the present season opened Keene selected Irish Lad, a three-year-old sired by Baltimore, an English horse procured at a great expense by the imperial stud, for the great racing events, and Irish Lad won the Moscow and the Warsaw derbies, besides other valuable prizes.

Keene's success was attributed by the leading sporting journal of St. Petersburg to wise training and good riding. The rival stables, however, were unwilling to acknowledge that Keene had won by superior training alone and had for months been trying to prove a case of "doping" against him and eventually procured Keene's suspension for a year.

## Trial of the Millionaires.

Newark, N. J., Sept. 2.—At the trial of the officials of the New Jersey Street Railway company, accused of manslaughter in connection with the Clifton avenue grade crossing accident, Frederick Evans, former secretary of Vice President Hobart, and now secretary of the Public Service corporation, was called upon to produce the books containing the by-laws of the North Jersey Street Railway company. From this the prosecutor read selected sections on the duties of the directors and officials, showing how they are all responsible for the carrying out of the rules of the company.

Mr. Evans then referred to the company's books for the year preceding the date of the accident showing the members of the committee under indictment were at nearly all meetings. The books were admitted as evidence.

W. F. McFarlane, former chief engineer of the Delaware, Lackawanna and Western railroad, admitted that he had objected to the placing of a derailing switch at the Clifton avenue crossing because it would have held up trains whenever a trolley car crossed the tracks.

Mr. Lindabury, for the defense, moved that the court direct the jury to find a verdict of not guilty. Argument was opened immediately by Mr. Lindabury.

Birmingham, Ala., Sept. 2.—During a dramatic performance by amateurs at Bessemer tonight, Edwin Neeley, 10 years old, was killed instantly. The play required the firing of a volley of blank cartridges, but a bullet accidentally in one revolver caused the death. Wade Rogers, one of the players, surrendered to the police.

## AUSTRIAN STEAMER BLOWN UP.

## Twenty-nine Lives Lost—Bulgarian Revolutionists Thought to be Responsible.

Constantinople, Sept. 2.—Three explosions occurred today on the Austrian steamer Vaskapu soon after leaving the Bulgarian port of Burgas en route for Constantinople, by which twenty-nine persons perished. The vessel caught fire and had to be beached. A telegram conveying this news was received by the agent here of the Hungarian Levant Line, to which the Vaskapu belongs. The telegram said the Vaskapu has been destroyed in the Black Sea. The captain and officers of the steamer and six of her crew were killed, a total of twenty-nine lives being lost. The Vaskapu sailed from Varna, Bulgaria, and after calling at Burgas was steaming through the Black Sea to Constantinople when three explosions took place on board. The deck of the vessel took fire and she had to be run ashore at Misivria Bay, eighteen miles north of Burgas, where she is still burning.

The Vaskapu has been leased to the Hungarian Levant Steamship Company of Fiume, Austria, and has been engaged on the Black Sea service. She was built in Newcastle in 1891, and is a steamer of 1,076 tons. She was 260 feet long and 36 feet beam and a depth of 16.9 feet.

## REVOLUTIONISTS RESPONSIBLE.

London Sept. 2.—In a dispatch from Vienna reporting the destruction of the steamer Vaskapu in the Black Sea, the opinion is expressed that the Bulgarian revolutionaries were responsible for the explosions.

## BOMB EXPLODED TOO SOON.

London, Sept. 2.—Special dispatches from Constantinople, published here, describe the destruction of the steamer Vaskapu as a revolutionary outrage. They state that the bomb was timed to burst while the steamer was in the port of Constantinople, but that owing to the vessel being twenty hours late in starting from Varna the explosion occurred off Misivria Bay. Among the missing and supposed to have been blown overboard is Herr Lendvay, belonging to the head office of the steamship company.

## TRYING TO SAVE ADRIANOPLE.

## The Porte Sends an Army to Meet Col. Jankoff.

Constantinople, Sept. 2.—According to Government advices Col. Jankoff, the insurgent leader, who, with a strong following, is operating southwards of Demotika, has been entrusted with the task of destroying the larger bridges of the railroad running from Dedegatch, on the south coast, to Kuleli Burgas, over the Maritz and Aruda rivers, so as to cut off communication with Adrianople from the south and delay the troops who are on their way to the threatened city. The Government believes it has taken measures which will bring about a speedy and, it is hoped, decisive battle with the insurgent forces commanded by Col. Jankoff. The palace officials were in constant communication with the authorities at Adrianople throughout Monday formulating plans to master the situation in the vilayet.

## A WARNING TO THE EMBASSIES

Constantinople, Sept. 2.—The Porte has sent a note to the foreign embassies and legations informing them that, according to police information, the Bulgarian agitators are projecting outrages against the embassies, legations and other public buildings in Constantinople.

The note says the Ottoman Government has taken precautions and requests the heads of the foreign missions to do likewise.

## SENSATIONAL RUMORS IN VIENNA.

Vienna, Sept. 2.—The Belgrade papers tonight are again spreading sensational rumors that a portion of the town of Adrianople has been blown up and that the other part is burning. No confirmation of these reports is obtainable.

## SITUATION IN MACEDONIA.

Sofia, Bulgaria, Sept. 2.—The report published by the Dnevnik of a general uprising in Northern Macedonia is denied both in official and revolutionary circles. Well-informed persons, however, assert that the report was correct, but that its premature publication disarranged the plans of the revolutionists, and, therefore, it is denied.

According to reliable reports from Monastir thousands of Bulgarians in that vilayet are confronted with famine in addition to Turkish persecution. Peasants, who are continually arriving from Monastir, complain of the attitude of Philli Pasha and the Turkish atrocities.

The news is published here of an eight-hour fight, which occurred at the village of Smilovo, August 26, between five hundred insurgents and eight battalions of Turkish troops, supported by artillery. Thirty-five insurgents are reported to have been killed, while sixty Turks were killed or wounded.

On the following day the Turks returned and burned the village. Seven other villages in the neighborhood are said to have also been burned by the Turks.

According to a Salonica dispatch of August 30 the Bulgarian insurgents sustained a serious reverse at Smilovo, August 28, when 1,000 of them were said to have been killed, while the Turkish losses were insignificant.

## Admiral Cotton's Fleet.

Washington, Sept. 2.—The Administration has come to no decision regarding the disposition to be made of the American warships which are now sailing to Beirut. Whether the Brooklyn and San Francisco will remain in Turkish waters will depend entirely upon the report which Minister Leishman makes concerning the situation in Turkey and the necessity which exists for war ships to protect American interests. It is expected that the report of Mr. Leishman will receive the consideration of the President before any determination is reached. It is understood that Minister Leishman's complete report will reach Washington about the time of the arrival of the squadron in Turkish waters.

## CITY COUNCIL MEETING.

Pursuant to adjournment Council met at 6 o'clock Wednesday with all members present.

Minutes of 28th read and approved. Mr. W. A. Bowman renewed his application for the privilege of running a railroad track across Harvin street and submitted a map showing exact location and direction of the proposed track.

On Alderman Chandler's motion all speeches were limited to five minutes. Dr. Walter Cheyne renewed the protest of citizens against granting Mr. Bowman's request.

Dr. A. J. China said that a track at that point would damage residential property, being detrimental to personal comfort and making residences less desirable. The street was donated for public purposes and should not be blocked for private enterprises. He was favorable to the new company, and everything that will build up the trade and prosperity of Sumter. Has a higher opinion of Mr. Bowman's judgment and ability than to believe that failure to secure the privilege he is seeking will prevent the establishment of this business as other sites may be found that are suitable.

Mr. Bowman said the track was essential. If they couldn't get it, then they would be under necessity of having an office up town and warehouse elsewhere; making personal supervision of the business difficult or impossible. He does not see how anybody would be damaged by the track. It would not do to open a banking house in the country. Everybody agrees that residences will have to give way to business houses in that section. Then why block the first movement to get a business established there?

Messrs. Schwerin and Chandler moved that the petition be refused.

Speeches in opposition to the petition were made by Aldermen Chandler, Schwerin, Finn, Dick, G. F. Epperson and Boyle.

Mr. Chandler does not think commercial enterprises should be encouraged at private expense. The streets should not be used for laying railroad tracks except on dire necessity which does not exist in the present case, as another location may be secured. It is a serious thing to block travel with railroad tracks.

Mr. Schwerin had given the matter much thought and could find no reason to subject property owners to such inconvenience. He doesn't mean to discourage the enterprise, as he has some stock in it himself, but desirable sites may be had where a smaller number of citizens will be affected.

Mr. Finn, looking at the matter from an unselfish standpoint, sees no necessity to grant the petition. And thinks an enterprise of this character can do little good, except to advertise the city.

Alderman Dick had made up his mind to vote against the petition. But new considerations had arisen which put him in a dilemma, growing out of a possible change of location to Dr. Chyne's property, which would be quite as objectionable as the proposed location. His purposes was to protect the homes of citizens from engine smoke, and obnoxious odors. But after all, the question narrows down to crossing a popular thoroughfare and he could not favor it.

Mr. G. F. Epperson likes to encourage business and dislikes to vote against the petition, but cannot favor anything that will decrease values and be injurious to so large an amount of property as this proposed track.

Mr. Boyle found the question hard to decide, and disliked to talk—as he has personal interest in the new company; after Mr. Bowman's proposal to protect the crossing with gates and a flagman the danger seemed small. He would have to vote against the petition however—though eventually those residences will give way to business houses.

Mayor Stuckey vacated the chair and said: The first great thought that came to him was that, we have a growing city. The sound of the saw and hammer is heard on all sides. We have railroad facilities: our trade will grow—must grow. Our growth must be on Main street towards the railroads, as in all other cities. The effect of establishing this banking and commercial house will be to start the movement, and in less time than we think the gap between Mr. Bowman's houses and the business houses higher up will be filled with new and valuable business establishments. Residences will give way—property will be enhanced in value. We ought to encourage that movement by granting this petition. It will be a step in the right direction, the benefits will outweigh the disadvantages, which are much less than people think. He doesn't want to do anything but good for the community and thinks we should invite Mr. Bowman's company to come in, and give them the track. People could use Graham street and avoid the crossing.

Mr. Hurst had thought over the matter seriously, and an enterprise like this should not be choked off. With rigid restrictions the crossing would be safe and the inconvenience small. There could be no objection to such a warehouse as would be established from a standpoint of cleanliness. The effect upon property would be to increase values.

Mr. Bowman withdrew the petition and Aldermen Hurst and Dick moved to adjourn.

Mr. Schwerin opposed the withdrawal and the motion to adjourn, and asked for a vote. None was taken and Council adjourned.

The New York Herald has received advices from Bogota that the Panama Canal treaty was rejected by the Senate because of the imperative nature of the notes received from Secretary of State Hay and United States Minister Baupres. These notes were regarded as offensive and considered highly humiliating, even by the senators who supported the treaty without amendments and were friendly to the United States. Under the circumstances, these friendly senators considered it incumbent upon them to vote unanimously for rejection of the treaty in order to maintain the dignity of the republic. This action of the Senate was followed by the introduction of a proposition authorizing the government to negotiate a new treaty with the United States, in which the French canal company should be left out of consideration.

It is further said that the main question now discussed is whether the United States will be willing to enter into new negotiations or let the matter drop. That does not look very promising from Colombia's point of view.

## Lee County Items.

From the Vindicator, Sept. 2.

Four or five carloads of delayed machinery for the oil mill came in last Monday. Everything is ready to start the ginney except the engine and that ought to have been here by August 1st. But we all get disappointed sometimes.

Mr. W. T. Baker uncle of Mr. L. L. Baker who left this country and moved to Macon Ga., thirty years ago, is on a visit to his relatives here. Mr. Baker at the commencement of the war was a courier for Gen. Beauregard and at its close was a courier for Gen. Lee when he surrendered. He will be here only a few days and then return to his home in Macon.

The little eight year old daughter of Mr. Fletcher Atkinson of the Ionia section, while making fire in the stove to get dinner last Friday, took the can of kerosene oil and poured some on the fire. As she did so, the flames caught the oil in the can and there was an explosion. The burning oil was thrown all over her and she was so badly burned she died that night. Her father got his hands badly burned in trying to smother her burning clothes. She was buried at Cedar Creek church last Saturday, Rev. C. D. Peterson conducting the funeral services. This should be a sad warning to all who use kerosene in starting fires.

Two weeks ago we chronicled the illness of two of our oldest citizens, Messrs. William Frasier and Thos. McCaskill. In that short time both have crossed over the river into the great unknown hereafter, as has been published already. Mr. Frasier was buried last week. This week the mortal remains of Mr. Thos. McCaskill have been laid to rest at old Concord, the church of his boyhood days.

Mr. McCaskill was in his 84th year and his robust constitution literally wore out. Last Sunday evening, Aug. 30th, he peacefully passed away surrounded by loved ones and kind neighbors. Mr. McCaskill was born near Concord Church in the Kershaw portion of Lee county. He moved to Florida in early life and spent about 30 years out there. After his wife died, he moved back to South Carolina and has lived with his only brother, Mr. K. McCaskill, till his death. He was an exemplary citizen and those who knew him best loved him most. His nephew, Rev. Kenneth McCaskill, conducted the funeral service, which was solemn and impressive.

## CHATTANOOGA TO ANDERSON.

Anderson, Sept 2—W. D. Frink and Merrill Skinner, of Blue Ridge, Ga., promoters of the Tennessee, Georgia and South Carolina Railway, were here today in the interest of the road, and President Brown called a meeting of the Chamber of Commerce in the afternoon. This is the road that was surveyed from Chattanooga, Tenn., to this place some months ago. Messrs. Skinner and Frink stated in the meeting that satisfactory progress had been made in getting the enterprise launched. They have completed the surveys and have obtained rights of way for most of the route, but found that in order to float bonds it would be necessary to place \$500,000 along the line of the road to show the faith and interest of the people benefitted. They wanted the city of Anderson to take \$50,000 of the money to be paid after the road is completed from Anderson to Chattanooga. They stated that the road would be built and in operation by January, 1905.

Resolutions were adopted favoring the scheme, and a committee was appointed to go before the city council and urge that body to order an election on the question of issuing \$50,000 worth of bonds in aid of the road, said money to be paid when the road is completed, and that to be within two years of the date of the election. The Chamber of Commerce also decided to take a page in The News and Courier Art Edition, to be issued this fall.

## To Preserve Eggs.

Richard Guenther, Consul General at Frankfurt, Germany, writes as follows:

"German papers state that it is possible to keep eggs fresh for any length of time by simply immersing them in a 10 per cent solution of silicate of soda, commonly called 'liquid glass.' This produces the formation of a coating which renders the eggs perfectly airtight. The eggs so treated retain their fresh taste for many months. The best proof of the efficacy of this treatment has been furnished by the fact that such eggs, after having been kept for a whole year, were hatched, and the chickens were strong and healthy."

"The preserving solution is best prepared by dissolving one pound of liquid glass in four quarts of cold water. The eggs are then immersed in this solution, which should be kept in a glazed earthenware vessel, and the eggs are kept in the solution for a short time. If one of these preserved eggs is to be boiled, the shell must be first perforated in order to prevent cracking."

Atlanta, Ga., September 1.—"Old Uncle Andy" Montgomery, 117 years old, the only negro ever owned by the State of Georgia, died here today. He is said to have been born in South Carolina in 1786. There are many evidences to establish his great age. He was well known to many newspaper men in the North and East, where he visited several times on lecturing tours. He is oldest son, 80 years old, and his youngest, 70 years of age, were with him when he died.

Richmond, Va., Sept. 2.—Anderson Finch, colored, was hanged at Boydton today for an attempted assault on Mrs. C. A. Geoghan of Chase City. Doc Bacon, another negro, was condemned to die with Finch, for complicity in the crime, but was reprieved by the governor today until Sept. 4, so as to permit further examination into his case. The two negroes narrowly escaped lynching at the time the crime was committed.

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